



K. O. Oliver



G. Stankiewicz

## Oliver and Stankiewicz Promoted To Senior Engineering Associate

Effective May 1, 1974, Kenneth O. Oliver and George M. Stankiewicz were promoted to Senior Engineering Associate in Technical - Mechanical Engineering Division.

A Chemical Engineering graduate from the University of Toronto, Canada, Ken worked four years at the Polymer Corporation (Synthetic Rubber) in Sarnia, before joining Lago in 1954. His initial assignment was as an Engineer "B" in the Technical - Engineering Division, where he was named a Senior Engineer in 1960. A promotion followed in 1965, making him a Supervising Engineer. During the next three years he acted in the position of Division Superintendent Mechanical Engineering on various occasions.

Ken was deeply involved in both the HDS-I and HDS-II projects. On each project he was

assigned to the Contractor's Office from inception of design through the completion of engineering work. As such, he lived eighteen months in Frankfurt, Germany, and about eighteen months also in Cleveland, Ohio, until recently when he returned as an Advisor to the HSD-II Mechanical Start-Up Coordinator.

Ken's intimate knowledge of the engineering phase has been of great benefit to the field of execution, check out and start-up of the HDS-II units and has contributed to the excellent start-up record to date.

Ken has followed several management courses, including the Process Design Course in Lima, Peru. He was course leader for the Mechanical Design Course in Lima, and an Assistant Instructor for the first Mechanical

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## K. Oliver y G. Stankiewicz Promovi Pa Senior Engineering Associate

Efectivo Mei 1, 1974, Kenneth O. Oliver y George M. Stankiewicz a ser promoví pa Senior Engineering Associate den Technical - Mechanical Engineering Division.

Un graduado di Ingeniería Química for di Universidad di Toronto, Canada, Ken a traha cuatro anja na Polymer Corporation (Rubber Sintético) na Sarnia, promer cu el a bini Lago na 1954. Su asignacion inicial tabata como Engineer "B" den Technical - Engineering Division, caminda el a ser nombrá Senior Engineer na 1960. Un promocion a sigui na 1965, haciendo e un Supervising Engineer. Durante e siguiente tres anjanan el a actua como Division Superintendent - Mechanical Engineer-

ing ariba varios ocasion.

Ken tabata hopi involvì den ambos proyectonan HDS-I y HDS-II. Ariba cada proyecto e tabata asigná na Oficina di Contralista for di principio di disenjo te cu terminacion di e trabao di ingenierfa. Como tal, el a biba 18 luna na Frankfurt, Alemania, y como 18 luna na Cleveland, Ohio te recientemente ora cu el a bolbe como Consehero di HDS-II Mechanical Start-Up Coordinator. Ken su conocimiento profundo di e fase di ingeniería tabata un gran beneficio den e ramo di construcción, checkmento y startmento di e unidadnan HDS-II y el a contribui na e excelente record di startmento te awor.

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R. Colina



R. Hodge

## R. Colina, R. Hodge Ta Avanza Den Organizacion di Mechanical

Efectivo Mei 1, 1974, Rosendo A. Colina y Ramon Hodge a avanza pa puestonan nobo den Mechanical Department.

Rosendo a ser promoví pa Mechanical Supervisor den Construction & Turnaround/Facilities Division, mientras cu Ramon a keda promoví como Engineering Technician den Maintenance & Planning Division. Ambos Rosendo y Ramon a bira miembro di gerencia awor.

Rosendo ta un graduado di

Lago su School di Ofishi na 1952. Su asignacion inicial tabata como Machinist Helper "B" den Machinist Section. Aki el a traha y avanza den e categorianan di Machinist Helper y Machinist te cu su promocion pa Machinist "A" na 1961. E titulo aki a ser cambiá pa Equipment Tradesman "A" na 1967. Promer cu su reciente promocion pa Mechanical Supervisor, el tabata actuando den e puesto ey durante mas cu dos anja, trahando

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## Tug "Esso San Nicolas" Undergoes Clutch Overhaul in Record Time

Working around the clock, with about six men on each shift, a group of Oil Movement personnel recently completed a clutch overhaul on board the "Esso San Nicolas" in a record time.

Through their ability, close coordination and excellent teamwork, they finished the job in 54 hours.

The inspection and renewal of several parts of the tug's slip-clutch system is done periodically, about every 12 to 18 months, in between drydocking. For good service and precise, efficient maneuvering in the harbor it is essential to have the vessel's clutch system always in "A-1"

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ARUBA

Lago Oil & Transport Co., Ltd.  
Aruba, Netherlands Antilles

Editor : A. Werleman - Co-Editor : Miss L. I. de Lange  
 Photographer : J. M. de Cuba  
 Printed by : Verenigde Antilliaanse Drukkerijen N.V.

## A Fast Way to Die . . . . .

You're on your way back from the plant, a meeting or a party late one evening anxious to get home. What's going to happen to you if your car, traveling 55 m.p.h., skids and runs into a solid, immovable tree or lamp post.

Calspan Corporation, formerly Cornell Automotive Research Center, studied this type of accident in an experiment, and with the help of slow motion film, discovered what the driver can expect :

**1/10 second :** Your front bumper and grillwork collapses and slivers of steel penetrate the tree 1½ inches or more.

**2/10 second :** The hood crumples as it rises and smashes into the windshield. The spinning rear wheels leave the ground, the grill disintegrates, and the fenders make contact with the tree, forcing the rear to splay out over the front doors. Your body continues to move forward at 55 m.p.h., but the structure of the car acts as a brake on your forward momentum. The force acting on your body is now 20 times that of gravity. Your body weighs 3,200 lbs. Your legs straighten out and snap at the knee joint.

**3/10 second :** Your body is now off the seat, torso upright, knees against the dash. The frame of the steering wheel begins to bend. Your head is near the sun visor, and your chest above the steering column.

**4/10 second :** The first 24 inches of the car's body are completely demolished. The rear end is traveling 35 m.p.h. and your body 55 m.p.h.

**5/10 second :** Your fear-frozen hands bend the steering column up almost vertically. The force of gravity impales you on the wheel shaft. Steel punctures your legs and intercostal arteries. Blood spurts into your lungs.

**6/10 second :** The impact has ripped your feet from your shoes. The brake pedal shears off at the floorboard. The chassis bends in the middle, shearing body bolts. Your head smashes into the windshield. The rear of the car falls downward and the spinning wheels dig into the ground.

**7/10 second :** The entire body of the car is forced out of shape. Hinges tear, doors spring open, and the seat jams forward, pinning you against the steering shaft.

Blood leaps from your mouth. Shock has frozen your heart. You are now dead.



Lago's contribution to the Queen Wilhelmina Cancer Fund drive is accepted here by the organization's chairwoman, Mrs. C. H. Tromp (2nd left), wife of Aruba's Lt. Governor Jossy F. Tromp. Presenting the check is Miss L. I. de Lange, co-editor of the Aruba Esso News, while Mrs. D. Henriquez, Treasurer of the Cancer Fund, and Lago's PR Manager M. H. Henriquez look on. The presentation took place at the Governor's residence recently.

## Un Manera Rapido pa Muri . . . . .

Bo ta ariba caminda bek for di planta, un reunion of un fiesta laat un anochi, ansioso pa yega cas. Kiko lo pasa cu Bo si Bo auto, biahando na un velocidad di 90 km pa ora slip y dal den un palu di kwihi solido of di palu di luz inmovible ?

Calspan Corporation, anteriormente Cornell Automotive Research Center, a studia e tipo di accidente aki den un experimento, y cu ayudo di pelicula "slow motion" a descubri loque un chauffeur por spera :

**1/10 seconde :** E bumper padilanti y e "grill" ta plama y pidanan di staal ta penetra e palo 1½ duim of mas.

**2/10 seconde :** E capa di motor ta machica segun e ta bai laira y e ta destroza e windshield. E wielnan di atras cu a keda draai ta lanta for di tera, e grill ta plama for di otro y e wardalodonan ta haci contacto cu e palo, forzando esun patras pa habri for di otro over di e portanan di adilanti. Bo curpa ta continua move padilanti na 90 km pa ora, pero e estructura di e auto ta actua como un breek ariba Bo impulso padilanti. E accion di peso ariba Bo curpa awor ta 20 biaha mas cu esun di gravedad. Ta mescos cu si Bo curpa ta pisa 3.200 liber. Bo pianan ta rek y ta kraak y kibra na Bo rudia.

**3/10 seconde :** Bo curpa awor ta foi di e asiento, e parti ariba recht, rudianan bao di dashboard. E stuurwiel ta cuminza dobla. Bo cabez ta cerca di e tapa solo, y Bo pecho ariba e columna di stuur.

**4/10 seconde :** E promer 24 duim di e curpa di auto ta completamente destrui. E parti trasero ta siguiendo na 56 km pa ora y Bo curpa na 90 km pa ora.

**5/10 seconde :** Bo mannan cual a "vries" di terror ta dobla e columna di stuur te casi verticalmente. E forza di gravedad ta pega Bo ariba e barra di stuurwiel.

Staal ta dreña Bo pianan y e arterianan meimei di Bo rebchinan. Sanger ta spuit den Bo pulmonnan.

**6/10 seconde :** E impacto a saca Bo pianan violentamente for di Bo zapatonan. E pedal di breek ta ranca corta bin afor di e piso. E chassis ta dobla den e parti central, cortando e boltinan di e curpa di auto. Bo cabez ta ser destrua den e windshield. E parti

(Continúa na pag. 6)

## Philip De Souza Reaps Benefits From Educational Refund Plan

Since the Lago Educational Refund Plan was established in January, 1938, a total of 803 refunds have been made to employees.

By receiving two-thirds refund of the total cost of the course they complete, these employees have been encouraged to follow other courses which have helped them do and understand their jobs better.

One of our new employees, Philip O. De Souza, recently reaped the rewards of self-study when he was presented a two-third refund check for completing a welding course.

Handing him the check and congratulating him for his achievement was John C. Mosley, Supervising Engineer in the Equipment Inspection Section.

Philip completed the correspondence course in Welding En-

gineering Technology from the Dutch Welding Institute of The Hague in six months. A 1970 graduate of the John F. Kennedy Technical School, he specialized in welding and worked for various contractor companies first as a pipe welder and later on as a welding inspector. He was employed at Lago last year as an Engineering Assistant "A" in Technical - Mechanical Engineering's Equipment Inspection Section. He is currently assigned to welding inspection work in the company marine facilities, including cathodic protection and tankage.

To Philip, the saying "It pays to learn", doesn't only mean that you can increase your knowledge through study and effort, but as a Lago employee he now knows that you can get part of your education free as well.



Smiling happily, Philip De Souza accepts a two-third refund check for completing a welding course. The presentation is made by John C. Mosley, Supervising Engineer of the E.I.S. Section.

Sonriendo felizmente Philip De Souza ta acepta un check pa 2/3 parti di un curso di welding cual el a caba. E presentacion ta haci door di John C. Mosley, Supervising Engineer di E.I.S. Section.

## Philip De Souza Ta Haya Beneficio Di Plan di Reembolso pa Educacion

Desde cu Lago su Plan di Reembolso pa Educacion a keda estableci na Januari, 1938, un total di 803 reembolso a ser haci na empleado. Door di ricibi dos tercera parti bek di e gastonan total di e curso cu nan completa, e empleadonan aki a haya mas curashi pa sigui otro curso cual a yuda nan haci y comprende nan trabao mehor.

Un di nos empleadonan nobo, Philip O. De Souza, recientemente a cosecha e beneficcionan di estudio ariba su propio iniciativa ora cu el a ser presentá un check di reembolso pa dos

where he remained until 1968, when he was assigned to Mechanical - Maintenance Engineering Division. In 1970, he became a Sr. Engineering Assistant, the position he held prior to his recent promotion. A member of the Rotating Equipment Section during the past several years, Ramon has contributed in helping solve the Company's rotating equipment problems. As such, he has been involved in the Oil Mist system installation from its beginning.

Ramon followed a Drafting Course at the Aruba Technical (Continued on page 6)

tercera parti pasobra el a completa un curso di weld. Entregando e check y felicitando el pa su exito tabata John C. Mosley, Supervising Engineer den Equipment Inspection Section.

Philip a completa e curso di corespondencia den Tecnologia di Ingenieria di Welding for di Stichting Nederlands Instituut voor Lastechniek na Den Haag den seis luna di tempo. Un graduado di John F. Kennedy School na 1970, el a specializa su mes den welding y a traha pa varios compania di contratacion promer como un pipe welder y mas despues como un inspector di welding. El a ser empleá na Lago anja pasá como un Engineering Assistant "A" den Technical - Mechanical Engineering su Equipment Inspection Section. Actualmente el ta asigná na trabao di inspeccion di welding den compania su facilidatnan di marina, incluyendo proteccion cathódico y tankinan.

Pa Philip, e frase "ta vale la pena sinja", no solamente ta meen cu Bo ta aumenta Bo ensenjanza door di estudio y esfuerzo, sino cu como empleado di Lago awor tambe e sa cu ademas di esey, Bo por haya parti di Bo estudio gratis.

## R. Colina, R. Hodge Move Forward In Mechanical Organization May 1

Effective May 1, 1974, Rosendo A. Colina and Ramon Hodge advanced to new posts in the Mechanical Department.

Rosendo was promoted to Mechanical Supervisor in the Construction & Turnaround/Facilities Division, while Ramon was promoted to Engineering Technician in the Maintenance & Planning Division. Both Rosendo and Ramon attained management status with their May 1 promotion.

Rosendo is a 1952 Lago Vocational School graduate. His initial assignment was as a Machinist Helper "B" in the Machinist Section. Here he worked his way up through the Machinist Helper and Machinist categories until his promotion to Machinist "A" in 1961.

The title was changed to Equipment Tradesman "A" in 1967. Before his recent promotion to Mechanical Supervisor, he had been acting in this position for over two years, working essentially in all the refinery maintenance areas.

He is currently assigned to the Construction & Turnaround/Facilities Division and was active on the recent AAR-II turnaround.

At Lago, Rosendo followed a

course in Masonry in 1966. In his own time he took an English course at Cursus Success.

An avid fisherman, Rosendo has participated in many international fishing tournaments. He owns an outboard motor boat and enjoys trolling and deep-sea fishing. He also likes to play dominoes.

He and his wife Maria have four daughters and two sons, ranging from nineteen to five years of age. On his next vacation he plans to take the family on a ferry trip to Punto Fijo, and from there by car to Mérida.

Ramon began his Company career as an Apprentice in the Lago Vocational School in 1946. Following graduation, he was assigned as Machinist Helper "B" in Mechanical - Machinist Section where he advanced to Machinist Helper "A".

In 1954 Ramon transferred to the former M&C Administration as an Apprentice Clerk "G". Over the years he worked his way up to Jr. Engineering Assistant "A", and in 1961 he was promoted to Engineering Assistant "B".

In 1964 Ramon transferred to the former Technical - E. I. S.,

# Gerencia ta Contesta Bo Pregunta:

Pa Contesta : No. 5  
Pa Pregunta : No. 3500



## Management Answers Your Questions

For Answers: Dial 5 - For Questions: Dial 3500

**Q. What is the difference between CR'S and the regular employees. Which of these groups are loved most by Management, the CR's or the regular stupid guys who work as laborers, peons pipefitter C, etc., etc.?**

**A.** Many years ago, John D. Rockefeller, the founder of Exxon (Esso) commented that the Company's most important assets were its employees, and that philosophy is still true today.

In its concern for its employees, Lago, as part of Exxon, does not favor (love) one group of employees over another.

Every employee is treated as an individual, with individual hopes and expectations, and the Company tries its best to provide a working climate in which these hopes and expectations can flourish, so that the employees can find satisfaction in the job. This is a difficult job in some cases, but Lago works hard at it.

In many areas, both CR's and regular employees are treated alike. Examples are the Annuity Plan, Thrift Plan, Vacation Savings Plan, etc.

In the area of compensation, the methods used to deter-

mine adequate compensation are different. The regular employee, as a member of the union, is bound by the terms of the Collective Working Agreement, and his wages are determined through collective bargaining, based on the employee's job description.

In the case of CR employee, however, **THE MAN IS THE JOB.**

This means that the man is rewarded for **WHAT HE ACCOMPLISHES.**

Because of this, it is quite common to have two CR employees at the same level with one man making more money than the other because he **accomplishes more**; so the practice is to reward each CR man on an individual basis, within broad salary guidelines.

To summarize, both CR's and regular employees receive the same treatment in some areas, while in other areas, especially in compensation, the treatment is different — for good reasons.

But this does not mean that the Company "loves" one group of employees more than the other. The Company respects each employee as an individual and appreciates the contribution that each employee makes, regardless of the type of job he does.

**P. Cual ta e diferencia entre CRnan y empleadonan regular? Cual di e gruponan aki ta "stimá" mas door di Gerencia, e CRnan of e tercionan regular estupidonan cu ta traha como trahador peon, pipefitter C, etc., etc.?**

**C.** Hopi anja pasá, John D. Rockefeller, e fundador di Exxon (Esso) e comenta cu e mas importante valornan di Compañia tabata su empleadonan, y e filosofia ey te ainda ta berdad awendia.

Den su preocupacion pa su empleadonan, Lago, como parti di Exxon, no ta favorece (stima) un grupo di empleado mas cu otro. Cada empleado ta ser tratá como un individuo, cu speranza y aspiracionnan individual, y Compañia ta trata su best pa crea un ambiente funcional den cual e esperanza y aspiracionnan por florece, pa asina e empleado por haya satisfaccion den su trabao. Esaki ta un tarea difícil den algun casonan, pero Lago ta traha duro pa logré.

Den hopi caso, ambos CR y empleadonan regular ta ser tratá mescos. Ehempelnan ta e Plan di Pension, Thrift Plan, y Plan di Spaar pa Vacantie, etc.

Den e ramo di compensacion adecuado ta diferente.

Un empleado regular, como miembro di Union, ta cai

ba di e terminonan di e Contrato Colectivo di Trabao, y su salario ta ser determiná door di negociacionnan colectivo, basá ariba empleado su descripcion di trabao.

Den caso di empleado CR, sin embargo, E PERSONA TA E TRABAO.

Esaki kier meen cu e empleado ta ser recompensá PA LOCUAL E LOGRA.

Pa motibo di esaki, ta basta comun cu por tin dos empleado CR ariba e mesun nivel cu uno di nan ganando mas placa cu esun otro pa motibo cu el ta logra mas; asina ta cu e practica ta pa recompensa cada empleado CR ariba un base individual, dentro di e reglamentonan amplio di salario. En resumen, ambos empleadonan CR y empleadonan regular ta recibí e mesun trato den algun aspecto mientras cu den otro aspectonan, especialmente den compensacion, e trato ta diferente — pa bon motibonan.

Pero esaki no kier meen cu Compañia ta "stima" un grupo di empleado mas cu e otro. Compañia ta respecta cada empleado como un individuo y ta aprecia e contribucion cu cada empleado ta haci, sin haci caso di e tipo di trabao cu el ta haci.

### Oliver, Stankiewicz Promoví Mei 1

(Continuá di pag. 1)

Ken e sigui varios curso di gerencia, incluyendo Process Design na Lima, Peru. E tabata lider di curso Mechanical Design tení na Lima, y un Asistente Instructor pa e promer curso di Mechanical Design na Cali, Colombia. Den su tempo liber, Ken ta gusta practica tennis y hunga golf.

Ken y su casá Marge tin dos yiu: Marnie (18) y Scott (14).

George Stankiewicz a transferí pa Lago for di Esso Research & Engineering Co., Florham Park, na 1970 como un Engineering Associate den Mecha-

nical - Engineering Division.

Anteriormente el e traha aki ariba un asignacion di préstamo di 18 luna cuminzando na 1968, y tabata responsable pa e transferencia di controlnan di refinaria na e centro di operacion di refinaria recientemente centralizá y pasá na computer. Tambe el a reorganiza y adapta operacionnan di mantencion di instrumentonan pa e control centralizá.

George, kende tin varios anja di experiencia di ingenieria química na Inglaterra y Australia, anteriormente a traha durante dos asignacion di startmento na

Canada y Malaysia pa ERE.

Aki na Lago, George e traha ariba ambos proyectonan HDS-I y HDS-II, supervisando gruponan di Instrument kendenan tabata responsable pa ponemento den operacion di instrumentacion den field, analizadonan y controlnan di computer y asina a contribuí hopi na e startmentonan suave di e unidadnan nobo. Tambe el tabatin hopi di haci cu desaroyo di inventario di instrumentonan ariba computer usá extensivamente durante startmentonan di ambos HDS-I y HDS-II.

George tin grado di Maestro

den Ingenieria Química for di Warsaw Polytechnic na Polonia y for di Universidad di Londres na Inglaterra. El a sigui varios curso den electronica, matemática, proceso digital y instrumentacion na universidadnan y fabricanan Americano. Na Lago, el a atende Kepner-Tregoe y Critical Path Method y e Programa pa Desaroyo pa Gerencia.

George tin un variedad di hobby, cual ta inclui: coleccion di stampia, pinta leza saca portret, zeilmento cu sunfish y tennis. El y su casá Anne tin dos yiu hombre, Gregory (11) y Michael (5).



Oil Movements personnel are shown here at work on board the "Esso San Nicolas." At left, the clutch gets new shoes. At right, Henry Orman (c) gets assistance during work on cylindrical clutch drum. Supervising the job (at rear right) is Antero Gil.

Personal di Oil Movements ta e mustrá aki abordo di "Esso San Nicolas." Na robes, e clutch ta haya line nobo. Na drechi, Henry Orman (c) ta haya yudanza durante trabao ariba e clutch drum cilíndrico. Supervisando e trabao ta Antero Gil (patras na drechi).

## Tug "Esso San Nicolas" Ta Haya Clutch Overhaul den Tempo Record

Trahando binti-cuatro ora, cu seis empleado ariba cada wara, un grupo di personal di Oil Movements recientemente a completá un clutch overhaul abordo di "Esso San Nicolas" en un tempo record. Door di un habilidad, bon coordinacion excelente colaboracion, nan a abata e trabao den 54 ora.

E inspeccion y renobamento di varios parti di e tug su sistema di slip-clutch ta ser haci periodicamente como cada 12 pa 18 luna, entre dry-docking. Pa un servicio y un maniobra preciso y eficiente den haaf ta esencial pa e tug su sistema di clutch semper ta den condicion excelente.

Aunque e trabao ta requeri tambe cambio di lube oil filter, turbo charger y bearing, e concentracion mayor tabata ariba e clutch lining gastá — un total di 2 paar — cual mester a ser cambiá. Un parti integro den e sistema di clutch, e line-nan aki a situá parti paden di e clutch-an pa move padilanti y pa bek cual ta parce rim di tayer grandi. Door di presion di aire den un tubo di aire rond di e rimnan, e line-nan aki cu friccion ta gara e rim di parti paden y ta haci e drum cilíndrico di e clutch funciona den un movimiento padilanti. E mecanismo di clutch cual ta ser movi pa e motor di e tug ta ser controlá door di un balanca den e "wheel house". Anto, pa un movimiento pa bai atras, e clutch pa bai dilanti mester ser lagá los y e clutch ta bek ta cuminza funcioná cu drum cilíndrico pa bek.

E constante friccion ta gasta

e line-nan cu mester ser cambiá.

Trahando den lugar pretá abordo di e tug, e personal di tugboat a pone "Esso San Nicolas" bek den servicio den un tempo relativamente cortico, quitando asina e peso di trabao for di "Esso Oranjestad" y lagando "Arikok", cu tabata gehuur, liber pa Gobierno.

Lider di trabao den e overhaul di clutch abordo di e tugboat tabata Henry D. Orman, Tugboat Engineer den Floating Equipment Section kende recientemente a pasa su examen pa captain di tugboat. E trabao a ser haci bao supervision di acting Tug/Harbor Maintenance Supervisor Antero Gil.

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esencialmente den tur ramo di mantencion di refinaria.

Actualmente el ta asigná den Construction & Turnaround/Facilities Division y tabata activo den e reciente revision di AAR-II.

Na Lago, Rosendo a sigui un curso di Metslá na 1966. Den su mes tempo el a tuma un curso di Ingles na Cursus Success.

Un piscador del alma, Rosendo a yega di participa den varios torneo di pesca internacional. El tin un boto di motor y ta gusta bai "trolling" y bai pisca te pafor. Tambe, el ta gusta hunga domino.

El y su casá Maria tin cuatro yiu muher y dos yiu homber, di edad variando entre 19 y 5 anja. Ariba su proximo vacantie el tin plan di hiba su familia

### Clutch Overhaul

(Continued from page 1)

condition.

Although the job also required lube oil filter, turbo charger and bearing changes, the main concentration was on the worn clutch lining shoes — a total of 42 pairs — which required replacement. An integral part of the clutch assembly, these shoes line each of the ahead and reverse clutches which resemble oversized tire rims. Through air pressure in an air tube around these rims, the shoes frictionally grip the inner rim engaging the cylindrical clutch drum for forward movement. The clutch mechanism driven by the tug's engine is controlled by a lever in the wheel house. Thus, for the vessel's astern movement, the ahead clutch is released and the

reverse clutch is engaged with the reverse cylindrical drum. This frequent friction wears away the friction liner blocks on the shoes which must be replaced.

Working in cramped quarters on board the tug, the tugboat personnel returned the "Esso San Nicolas" to service in a relatively short time, taking the heavy workload off the "Esso Oranjestad" and releasing the chartered "Arikok" to the Government.

Job leader of the tugboat clutch overhaul was Henry D. Orman, a Tugboat Engineer in the Floating Equipment Section who recently passed the government tug captain examination. The job was carried out under supervision of acting Tug/Harbor Maintenance Supervisor Antero Gil.

### Colina, Hodge Promoví

ariba un trip cu ferry pa Punto Fijo, y di ey den auto pa Mérida.

Ramon a cuminza su carrera cu Compania como un Aprendiz den School di Ofishi di Lago na 1946. Despues di gradua, el a ser asigná como Machinist Helper "B" den Mechanical - Machinist Section caminda el a avanza pa Machinist Helper "A". Na 1954, Ramon a transferi pa e anterior M&C Administration Office como un Aprendiz Clerk "G". Ey el a traha y progresa pa Jr. Engineering Assistant "A", y na 1961, el a bira Engineering Assistant "B".

Na 1964, Ramon a transferi na anterior E.I.S. den Technical, caminda el a keda te na 1968, ora cu el a ser asigná pa Mechanical - Maintenance Engineering Division.

Na 1970, el a bira un Sr. Engineering Assistant. Miembro di Rotating Equipment Section durante reciente anjanan, Ramon a contribui na yuda resolve e problemanan di Compania su equiponan rotativo.

Ramon a sigui un curso di Pinta Mapa na ATS ariba su propio tempo na 1957. Na Lago, el a sigui cursonan den Skirbimento Ingles, Aplicacion General di Equipo, Alineamento di Maquinaria, y un curso ICS den Ingeniería Mecánica.

Ramon ta gusta organiza fiestas y keirumentonan durante luna clá. Actualmente, el ta renoba su cas na Lago Heights. El y su casá Milly tin tres yiu muher y dos yiu homber, di edad 17 pa 11.

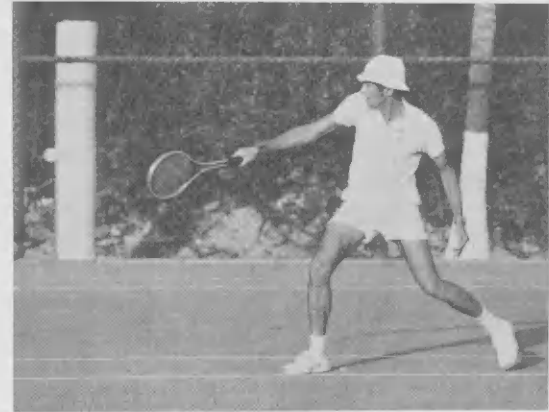
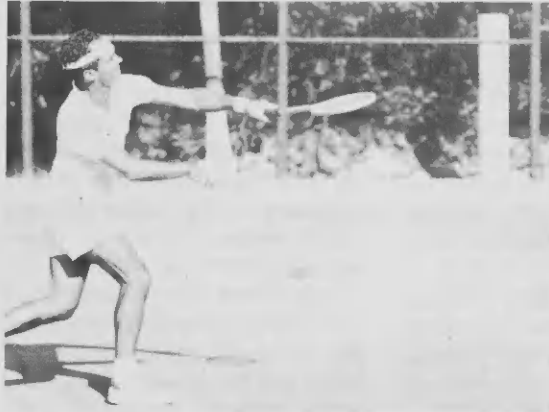
# Shell Team Wins Annual Shell/Esso Tennis Tournament



Receiving the challenge cup on behalf of his team is Joop de Kraa, (l) President and Captain of the Shell Team. The cup is presented by Lago Vice President Henry V. Mowell in the presence of Esso Team Captain Hank Bryce (c) and Esso Tennis Club President Randy Tappin (r).



The Esso Tennis Team just before the matches on May 12. The tournament was held on the Esso tennis courts. Below, some of the players in action. From left to right: Ruben Flores of the Shell team, Trev Rhydderch and Jim Quance of the Esso team.



## Two Advance

(Continued from page 3)

School on his own time in 1957. At Lago, he has followed courses in English Writing, General Equipment Application, Machinery Alignment and an ICS Course in Mechanical Engineering.

A past YMCA member, Ramon enjoys organizing parties and moonlight hikes. At present he is dedicating his spare time to renovating his house at Lago Heights. He and his wife Milly have three daughters and two sons, ages 17 to 11.

## Un Manera Rapido Pa Muri

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trasero di e auto ta cai abao y e wielnan cu ta sigui drai ta coba den tera.

**7/10 seconde:** Henter e curpa di e auto ta ser forzá fuera di forma. Scharniernan ta scheur, portanan ta dal habri, y e asiento ta hala pa dilanti y tranca, pegando Bo curpa contra e barra di e stuurwiel Sanger ta basha for di Bo boca. Shock a para Bo curazon. Awor Bo ta morto.

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Design Course held in Cali, Colombia.

In his spare time, Ken dabbles a little in tennis, primarily social. He occasionally plays golf mostly in the rough. He is past director of activities of the Esso Club and past Board Chairman.

Ken and his wife Marge have two children: Marnie (18), who is attending the York University in Toronto, and Scott (14). On their next vacation, the Olivers plan to return to Canada and visit the Eastern U.S.A.

George Stankiewicz transferred to Lago from Esso Research & Engineering Co., Florham Park,

## Oliver, Stankiewicz Promoted

in 1970 as an Engineering Associate in the Mechanical - Engineering Division.

He had previously worked here on an 18-month loan assignment starting in 1968, and was responsible for transferring refinery controls to the newly centralized and computerized refinery operation center. He also reorganized and adapted instrument maintenance operations to the requirements of centralized control.

George, who has several years of chemical engineering experience in England and Australia, had previously spent start-up assignments in Canada and Malaysia while employed at ERE.

Here at Lago, George worked on both HDS-I and HDS-II projects, supervising instrument groups which were responsible for commissioning field instrumentation, analyzers and computer controls and thereby contributed significantly to smooth

startups of new units. He was also instrumental in developing computerized instrument inventories used extensively during both HDS-I and HDS-II start-ups.

He added standard computer control loops to Lago standards.

George hold an M.S. degree in Chemical Engineering from the Warsaw Polytechnic in Poland and from the London University in England. He has followed many courses in electronics, mathematics, digital processing and instrumentation at U.S. universities and manufacturing plants. At Lago, he attended Kepner-Tregoe and Critical Path Method sessions and the Management Development Program.

George has a variety of hobbies, which include: stamp collecting, oil painting, reading, photography, sunfish sailing and tennis. He and his wife Anne have two boys, Gregory (11) and Michael (5).